

AUTOMOTIVE SECTION

AUTOMOBILES TRUCKS GOOD ROADS



Maytime in Maryland Valleys Brings Joy to Motorists---The Road to Frederick Invites Tour

Historic Villages Fresh With Springtime Color Attraction For One-Day Auto Trip of Hundred Miles.

Maytime calls the robin home from the South, the shy sweet violet from its leafy bed, and lures the motorist out onto the wide highway.

To the casual observer a Washington May day is much the same as the same day in the same month in other countries and other cities, but to the Washington motorist it is vastly different. Where else, he asks you, are May skies so blue, the grass so green, and where—with triumph he presents his closing argument—can you find so many miles of smooth, clear road leading away from the turmoil of the city to the pleasant country places.

Roads Inviting.

East and West, North and South—each tempts the motorist with its own peculiar charm, calling him to forget dull office cares and come to discover their mysteries. The gypsy blood that flows in the veins of every true lover of the road cannot deny the call. He longs for the touch of the wheel and the busy purr of the motor as he speeds along. The heart of him fairly aches for the sight of the smooth road.

May is the month of all the twelve when the gypsy blood calls the nearest, and when to her compelling lure is added the sunshine and glory of a day such as last Thursday the call is not to be denied. To the members of The Herald motor party, who slipped away from the office in the early morning on the first of The Herald automobile tours this season the National Old Trail Road leading to Frederick seemed the most inviting highway, leading as it does to the foothills of the Blue Ridge and through some of the loveliest countryside imaginable.

Cathedral Avenue.

At the fourteenth street headquarters of the Holbrook Auto Corporation appeared Guy Grimmel, sales manager of the new Washington office of the corporation, in his gleaming new five-passenger Allen car. "Mr. Allen," as the automobile man was jokingly called, is new to Washington, and he felt decidedly thrilled at the adventure of exploring a brand new road in an equally brand new car.

As a pleasant "eyeopener" for the trip the car slipped out of the city by Cathedral avenue, passing the massive structure now rising on Cathedral Hill—one day to be the famous cathedral of Washington. Already one of the most beautiful bits of architecture in the National Capital. Funds for the erection of the cathedral have been collected from all over the country, and many a visitor to Washington in the future will be able to say that as a youngster he donated the pennies from his savings bank for the building.

Chevy Chase in Bloom.

Cathedral avenue leads through the prettiest part of Chevy Chase, where many of the wealthiest families of Washington have their homes. Here we found May had left her trail in the delicate green of the hedges, and the soft shades of the luxuriantly blooming lilacs and other shrubbery. On velvet lawns the early robin was industriously proving to the unfortunate worm the fallacy of the old saying that it pays to rise early.

Reaching the National Old Trail Road the Allen settled down to business and began to eat up the miles. On the green velvet of the Chevy Chase road a dozen or so of the best cars were hard at work. Senator So and So and Representative What's His Name were relaxing from dignity, and saying things to their caddies when they missed a shot.

Reminder of History.

Beyond the Chevy Chase Club are the ruins of old Fort Reno, recalling the days when General Early came so near to raiding the Capital. It was along the Old Trail directly in front of the club, history says, that Early held up a Yankee wagon train and looted it of its goods for his men.

Memories of the raids from the South recall these days when the Old Trail road was traveled by slow moving stage coaches, and when the solitary horseman could ride for hours without beholding a single man or woman.

Tempus fugit—one wonders what those adventures of other days would say if they could return for a few brief seconds and watch the hundreds of swiftly gliding motors that spin down the highway.

Reaching Rockville, the machine slowed down in accordance with the request of the town fathers for less speed. Familiarity with the Washington motorist has not bred tolerance in the hearts of the "speed cops" of Montgomery County, and there was no desire to spend the

Goodyear Tire Company Now Has Largest Private Flying Field

With the purchase of the United States Naval Air Station at Wingfoot field at Akron, Ohio, the Goodyear Tire & Rubber Company obtains possession of what is probably the largest privately owned aviation field in this country.

Located within two miles of the company's factory, the new field will be used for the expansion of aeronautical activities, especially the manufacture of large airplanes for passenger and commercial uses. Tentative plans have been made by the company to establish a flying school for the training of airship pilots to anticipate the need of airship lines in various sections of the country.

Wingfoot field will allow sufficient facilities for the complete manufacture during the war. There are

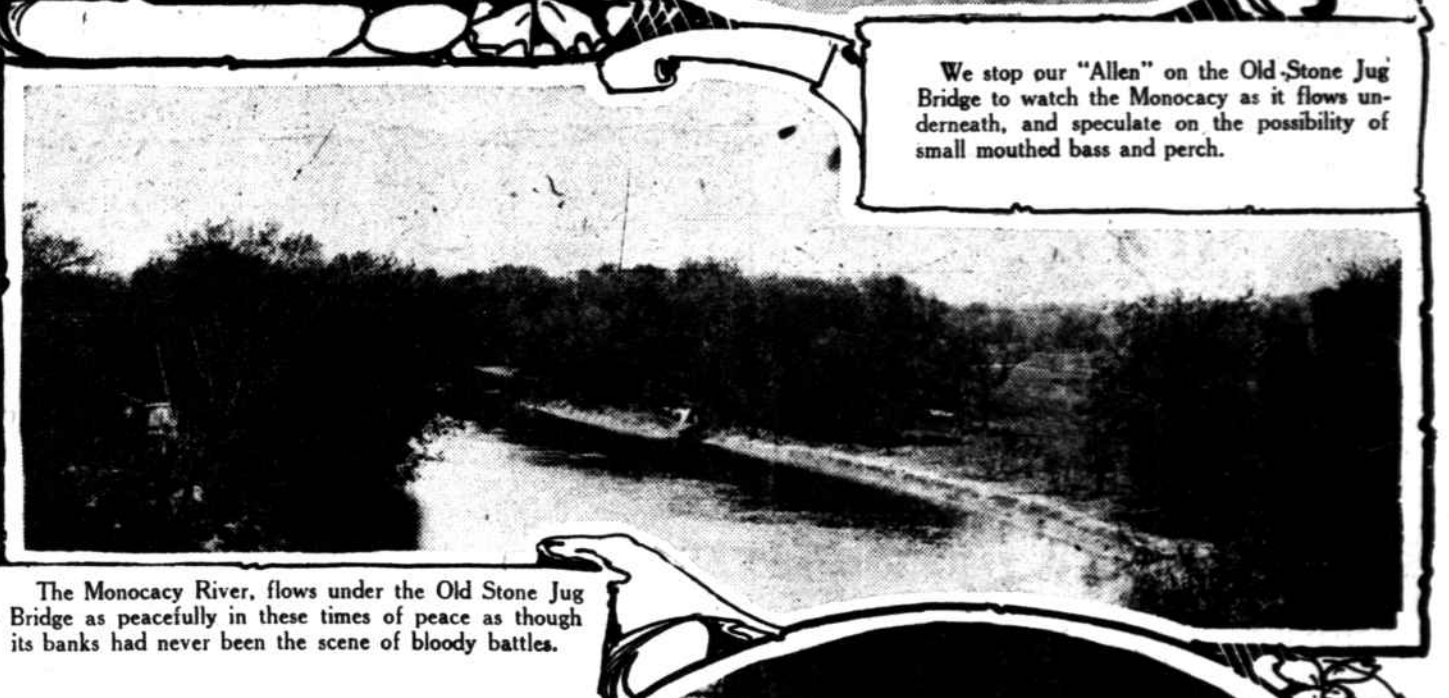


Guy Grimmel, sales manager of the local office of the Allen Motor Car Company, takes a glass of foaming from the hands of a pretty dairymaid along the road to Frederick.



The Allen, with Guy Grimmel, sales manager of the local office as chauffeur, made an ideal car for the trip.

We stop our "Allen" on the Old Stone Jug Bridge to watch the Monocacy as it flows underneath, and speculate on the possibility of small mouthed bass and perch.



The Monocacy River, flows under the Old Stone Jug Bridge as peacefully in these times of peace as though its banks had never been the scene of bloody battles.

In answer to the universal Sunday question among motorists, "Where shall we go today," The Washington Herald has again inaugurated its series of short one day motor trips out of the Capital.

Motorists, who in the past have been compelled to dig their toes out of complicated maps of the surrounding country, may now pick up The Herald Sunday morning and there find, not only a map of an ideal trip for the day, but the story of the run, pointing out the historic points of interest along the way, telling where to stop for dinner, where oil, gasoline and repairs may be found. Dangerous curves and crossings will be shown by actual photographs, detours and "cut offs" will be plainly marked.

Mr. A. G. Seiler of the American Automobile Association will furnish the maps, in some instances accompany The Herald touring party personally, mapping the route as we go, so that the motorist may have first hand, up-to-the-minute, authentic information regarding roads and road conditions every foot of the way.

The Herald makes the initial "path-finding" tour from two to three days before it appears in the paper so that the motorists may have the conditions of roads, etc., exactly as they will be found each Sunday morning when you start your trip. Watch The Herald for its second tour which will appear next Sunday. It is one of the most beautiful trips in this part of the country.—V. W. Walter, Automobile Editor.

pleasant May day in a cell or to contribute toward keeping up Maryland roads.

Rockville Streets Well Kept.

On the track of the Rockville fair grounds a half dozen jockies were trying out their horses in preparation for coming county fairs and horse shows. A crowd of boys and men were lazily chatting around the court house door, and a peaceful haze seemed to linger over the little town.

In leaving Rockville one pays a tribute to the well-kept streets, doubly appreciated when one had passed through several little Maryland towns. The county roads of Montgomery County are the best in the country, but the city fathers of the little villages along the highway seemed to feel that a taste of their rocky streets serves to add to appreciation of the county roads.

From Rockville the road winds into the orchard country, where hundreds of apple and peach trees blossom like huge balls of butternut popcorn, just waiting to be eaten. Their bloom for this season is at its peak, and their pink and white petals are drifting to the ground, filling the air with a delicious fragrance and covering the ground like snowflakes.

Car Takes Hill With Ease.

Straight through Rockville the road leads to Washington Grove,

and into Gaithersburg. From Gaithersburg the road slopes down to the foot of the steep Seneca hill. At first sight the steep incline ap-

pears indeed formidable, but Mr. Grimmel gave assurance his Allen "just didn't recognize hills," and proved it by taking the grade ap-

parently without the slightest effort. Old Germantown, the next village of importance, is a mere handful of

houses, but a step over the hills to the railroad reveals the new Germantown. When the railroad was built it was decided to build a portion of the town near the track, but it was soon discovered that the new settlement was the town and the original town the "portion."

The road, however, does not lead through the thriving, industrious new Germantown. Old Germantown is a sleepy hamlet where even the chickens seemed to have been born with a disinclination to move, and one has to wait for them to move from the path of the car.

Just out of Germantown is glimpsed the Sugar Loaf, a purple mountain in the dim distance, backed by blue sky and draped in a floating gray cloak. Sometimes, on unusually bright, clear days, the Blue Ridge, itself, looms dimly behind old Sugar Loaf, so faint that one can hardly be sure he is seeing it, thinking it only a mirage.

It is well to slow down a bit on the road. The next town is Damascus. Motorists believe the curve of the road just before you turn into Damascus is the most dangerous in Maryland, and the number of accidents at the curve justifies their belief. This turn is carefully marked, a huge sign with danger and a gruesome skull and crossbones warning the motorist of the danger that is near.

Just after the turn to the left leads to Ridgeville, and another turn to the left brings Frederick, across the Stone Jug Bridge, made famous by the huge jug of stone that guards the bridge. Under the bridge flows the beautiful little Monocacy River, on whose banks were fought some of the bitterest of the battles of the civil war.

Wayside Inn Tempting.

On the outskirts of Frederick the sign of The Wayside Inn reminds the motorist of dinner, and Host Dixon's fried chicken is ample proof that the inn lives up to the culinary traditions of Maryland. The old mansion at one time was Rutherford Hall, a famous gambling place for the gallants of a hundred years ago.

Frederick is a quaint little town, with a history that carries you back to the days when Washington, the youth, set off to fight the Indians under Gen. Braddock. It was here that the two met to prepare for the expedition against Fort Duquesne, that ended so disastrously for Braddock.

Frederick Valley Peaceful.

Nestled in the lovely Frederick valley, surrounded by peaceful farming land and buried in sleepy old trees that have been standing for hundreds of years, it is difficult to imagine the town as the center of bloody battles.

Beyond the Frederick valley is

Mountain Tops Covered With Bloom Objective of Winding Trip Over Good Valley Highways.

the Catoctin valley, its sister for peaceful beauty and fruitfulness. "Fair as the garden of the Lord," the poet described the valleys in '61, and they are still as beautiful and alluring.

The Catoctin mountains are covered with freshly-budding trees, and at this time of the year are adorned with the purple of the Judas flowers. After a stiff climb the dim tip of a distant mountain appears.

Braddock Heights Appears.

In the center of the Catoctin valley rises Braddock Heights, the highest point in the region, from which one can view the surrounding valleys and look over the tops of the nearest mountains. The valley is dimpled with tiny, sky-blue pools in which the greater number of the goldfish in the eastern part of the United States start their career.

The Catoctin valley is often called the Valley of the Heart of Maryland, because the famous story by that name was staged in its peaceful bosom. The little church, in which the final act of the story was staged, is one of the show places of the countryside, and Maryland Calvert, the heroine of the story, is as real a character to the people of the valley as Gen. Washington or Barbara Fritchie.

South Mountain, the scene of Gen. Lee's last desperate stand against McClellan, marks the end of the trip.

The return trip brought the party back to Washington a little after 6 o'clock, having made the journey over a hundred miles in little less than seven hours.

(Another delightful motor tour out of Washington will be described next Sunday in The Washington Herald.)

DIXIE CAR HAS NEW QUARTERS

Potomac Sales Company to Distribute "Flyer" in District.

Another motor car, the Dixie Flyer, has found a home in Washington. And judging from its popularity in the South and West, it is expected to find immediate favor with the motorists of this city and vicinity.

The Potomac Sales Company, local distributors for the Dixie Flyer, opened their new showroom at 1127 Fourteenth street northwest this week. "Ed" Anderson, well-known in automobile circles of the Capital City, is the sales manager for the new concern, while Max C. Wiehle, is the president. Anderson recently returned to Washington from California, where he has been since his discharge from the army. Before coming to Washington he investigated the Dixie Flyer at the plant of the Kentucky Wagon Company in Louisville, and he says the Dixie is the best buy on the market.

The Potomac Sales Company has secured several shipments from Louisville and is now in a position to make immediate delivery on a limited number of cars. Although the company did not open for business until Monday several cars were sold that day. The company's territory includes portions of West Virginia, Maryland and Virginia.

INDIANAPOLIS GETS GREGOIRE ENTRIES

Indianapolis, Ind., May 8.—The entry of a Gregoire racing team in the eighth annual 500-mile sweepstakes on the Indianapolis motor speedway Monday, May 21, has been received by cable from Paris, France.

Jean Porporato, former Sunbeam racing star, will head the Gregoire team, and it is reported that Porporato is dicker with certain members of the Flat racing camp to fill out his hand.

Porporato is not a newcomer to America, having competed in America in 1915 and 1916.

Postal Service of Washington Stimulates Increased Trading

Better facilities for the ordering of merchandise by mail and its delivery by parcel post than the system out of Washington into the territory in Maryland and Virginia.

The service is principally by auto truck, although one route is by rail. Parcels mailed in Washington by merchants any day except Sunday may be delivered at the lower Maryland and Virginia points before noon the following day.

The business along these routes is increasing rapidly, indicating that the people of the section are resorting to the parcel post as a means of sending their produce and of importing goods for their needs more and more. Mail leaves before 6 o'clock every morning for this territory, and it is expected that as a result of the revival of the Booster Trips of the Merchants

and Manufacturers' Association there will be a large increase in this business.

Long Tour to Leonardtown.

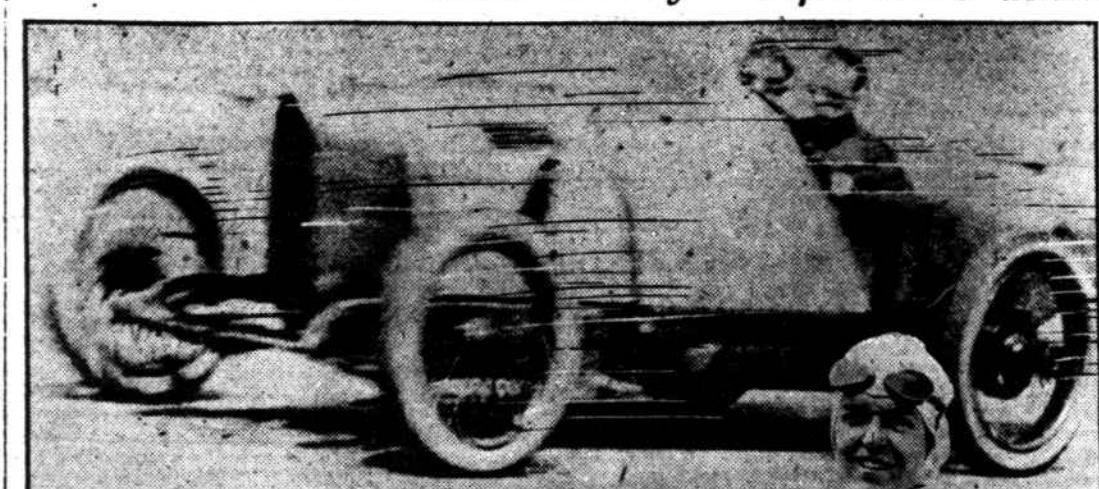
The longest truck route out of Washington, and it is reported that this truck leaves the Post Office at 4:30 every morning, proceeding to Leonardtown, dropping mail off at the stations en route. At Leonardtown the truck is run onto a ferry, crossing the Potomac and proceeding to Warsaw, Va., arriving at 10:30 o'clock. It arrives in Washington on the return trip at 5:15 in the evening.

The second route is from Washington to Rock Point, via Walford, Md., with a detour into Indian Head, the site of the United States Navy's proving grounds. This truck leaves at 6 and arrives at its destination at 11:32, starts on the return trip at noon, arriving in the city with its collections of produce at 5:30.

The third route is from Washington to Scotland, near Point Lookout. This truck leaves at 6:30 in the morning and returns at 5 p. m. Colonial Beach, Va., and contiguous territory is served by rail to Pope's Creek, which connects with a ferry.

The rate on parcel post matter anywhere in this territory is five cents for the first pound and one cent for each additional pound, except for perishables on which the rate is five cents for the first pound and one cent for each two additional pounds.

Milton Now Wears Crown of Speed King Former Adornment of Ralph De Palma



Distance.	Time		Ave.
	De Palma.	Milton.	M. P. H.
Half mile.....	11.578	152.927
Kilometer.....	14.865	14.408	155.341
One mile.....	24.025	23.078	156.047
Two miles.....	49.545	46.248	155.709
Three miles.....	1:15.04	1:12.18	149.628
Four miles.....	1:39.77	1:36.14	149.781
Five miles.....	2:04.58	2:00.04	149.950

Tommy Milton, of St. Paul, Minn., now wears the crown of speed champion of the world. These laurels were once held by Demogot, Burman, Oldfield and De Palma, but it looks like Milton would be the game's most popular driver and he was more favored by speed fans.

Milton literally jumped into De Palma's throne by erasing every mark that the Italian recorded on the sands at Daytona Beach, Florida, in 1915. The St. Paul boy averaged 149.950 miles per hour in his twin-engined Duesenberg at Daytona, which is the fastest that man has ever drove a motor car.

Milton's ascent to the "Speed King's" throne was not a picnic. Due to the car's twin power plants and the extreme speed, he encountered mechanical troubles. His eyes, none too good at any time, were injured by blazing oil when a line broke on the first and third days. Also on the third day the

choose between a quick bath for the car and himself or risk weeks in a hospital or probably loss of his life. He drove the car into the ocean.

Now Milton must spend two weeks in a dark room to recover the use of his eyes in time to drive in the Indianapolis 500-mile race on May 31. If the injuries to his eyes do not incapacitate him he will be a big factor in the season's championship races and will bear watching in Indianapolis.